

Division IV Design Considerations

Chapter IV-14 Land Use Transitions

IV-14-1 Introduction

Where highways also serve as a town's main street, visual cues to the changes in land use are necessary, in order to slow vehicles. Typically, signs are used to indicate a change in speed limit, but there are other subtle, but effective techniques that can be employed to encourage drivers to slow down. The use of community gateways not only slows vehicle speeds, but also provides an enhanced sense of place to community residents and visitors alike.

IV-14-2 Design Purpose and Need

Community gateways are areas located beyond the curb line or paved shoulder of the roadway that are designed in partnership with the local community to convey a positive first impression to visitors and to express community identity. As entryways to towns, cities, regions, or the state, gateways provide unique opportunities to highlight an area through landscape design.

Figure IV-14.1 – Northern Gateway into Colfax, Washington



(Source: Colfax, WA)

Gateway areas can be used to blend design elements from two adjacent areas by transitioning vegetation species and layout, and incorporating luminaires or street furnishings. These elements visually signal an incoming driver to reduce vehicle speed for that particular area.

Figure IV-14.2 – Southern gateway in Oroville, Washington



(Source: Oroville, WA)

IV-14-3 Balancing Considerations

The desired outcomes from the installation of gateways are increased safety and an enhanced sense of place and community identity.

Maintenance

As with any design element, coordination with maintenance personnel is important to ensure the feature is maintainable. Placement of gateway elements requiring maintenance also require that the safety of maintenance personnel or volunteers be taken into consideration. For this reason, project development staff need to avoid placing gateway elements within an intersection core.

The maintenance of gateway areas is usually turned back to the local community, following construction.

Figure IV-14.3 provides a summary of points to consider when using gateways.

Figure IV-14.3 – Gateway Considerations

Points to Consider for Gateways	
Permit or Install Gateway	<ul style="list-style-type: none"> ✓ Locate outside WSDOT right of way ✓ Meet clear zone requirements ✓ Secure Government Contract (GCA) agreements for turn back and maintenance ✓ Design to transition between differing land uses
No gateway	<ul style="list-style-type: none"> ✓ Abrupt land use change ✓ Might not provide visual cues to slow down

IV-14-4 Governing Regulations and Directional Documents

Design Manual, WSDOT, M 22-01.

Highway Advertising Control Act-Scenic Vistas Act of 1971, Revised Code of Washington (RCW) 47.42.

Roadside Classification Plan, WSDOT, M 25-31.

Roadside Improvement and Beautification, RCW 47.40.

Roadside Manual, WSDOT, M 25-30.

IV-14-5 Additional Resources

Landscape Architecture Office, Region or Headquarters Landscape Architect, WSDOT.

Maintenance Office, Area Maintenance Engineer, WSDOT.

Traffic Office, Region Traffic Engineer, WSDOT.

When Main Street is a State Highway, Maryland State Highway Administration, Baltimore, MD, 2001.

<http://www.sha.state.md.us/businessWithSHA/projects/ohd/Mainstreet/MainStreet.pdf>

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